

Official and Classified ADVERTISEMENTS

Continued from page 15

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THE MAN:

In addition to possessing an appropriate technical or professional qualification the successful applicant should be commercially orientated and presently in a senior management position where profit/loss criteria apply. He will report directly to the Chairman of the Board.

CONDITIONS:

As this position is at senior management level the salary offered will be very attractive to the selected candidate and other conditions, which include a contributory superannuation and widows' and children's pension scheme, are excellent.

Applications in writing should be marked "Manager" and sent in confidence to:

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TENDERS

are invited for the supply of a second-hand fishing vessel for use as a multi-purpose fisheries/hydrographic research vessel.

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The vessel must have ample space, preferably in a "green deck" installing experimental freezing and processing equipment, and for making up accommodation to fourteen, excluding the captain. Full classification, insurance and stability information, all relevant specifications and drawings, to be made available by the owner request before contract signature. The vessel is to be of UK ownership available for inspection in a U.K. port. Option to purchase a sister vessel at a later date would be an advantage.

Tenders with outline specifications to be sent to:

The Manager, Fishing Department, H. Clarkson (Shipbrokers) Ltd., 52, Bishopsgate, London EC2P 2AQ.

This invitation to tender closes on the 7th February, 1976.

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fishing news

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AGGRESSIVE TO THE LAST WARPS CUT AS TALKS ARE HELD

FED-UP skippers fishing the Icelandic grounds have had an almost wasted week while talks aimed at settling the cod war have been held in London.

As Icelandic Prime Minister, Geir Halgrímsson, headed back to Iceland with a package of measures aimed at settling the 200-mile limit dispute, angry distant water trawler skippers were demanding compensation for lost fishing time while the talks were held.

They will be even more angry if, as widely predicted, the talks fail to have secured a worthwhile agreement for the British deep-sea fleet.

Skippers are demanding that the Navy frigates are

brought back inside the 200-mile zone if the settlement package — being considered in Iceland from Wednesday this week — is thrown out.

Even while talks went on, *Boston Glenheim* had her warps chopped.

Dag Pike, reporting for *Fishing News* from the support ship *Miranda* off Iceland on Wednesday, said: "An incident on Tuesday night demonstrated how delicate the situation is on the Icelandic grounds."

The gunboat *Agar* found *Boston Kestrel* with her warps out and ordered her to haul. In doing so *Kestrel* caught her end and around the propeller.

The trawler *William*

Wilberforce, coming to the aid of *Kestrel*, was accused by

the gunboat of attempting to interfere with her.

The two vessels came within half a mile of each other and it was only after a discussion over the R/T that the situation was resolved.

The gunboats are still challenging any trawlers found fishing and ordering them to haul their gear. But it is, perhaps, significant that they are not cutting warps at this stage. It appears that only a few trawlers are fishing.

AJAX'S RECORD

SKIPPER Willie Campbell has broken his own Scottish national seiner record with a trip landed at Peterhead on Monday.

The new 85 ft. *Ajax* grossed £11,719 for 762 boxes, mostly codling, to add £708 to the record he set up with the old 80 ft. *Ajax*.

Skinner Campbell was out seven days to the Ling Bank but, because of bad weather, fished for only two whole days and two half-days.

Since taking over *Ajax*, Skinner Campbell has made 14 trips and earned close on £90,000.



Northern Sky's anchor and chain being removed.

Last trip for top steamer

THE GRIMSBY steam trawler *Northern Sky* has been laid up by her owners British United Trawlers (Grimsby) Ltd.

The move was not entirely unexpected, for the industry has recently had to absorb another hefty increase in the price of fuel oils.

The seven remaining steamers in the fleet and six at Grimsby consume about three times as much heavy fuel as their diesel counterparts.

Northern Sky, built by

Rickmerswerft, Bremerhaven, Germany, in 1956, is also due a major survey.

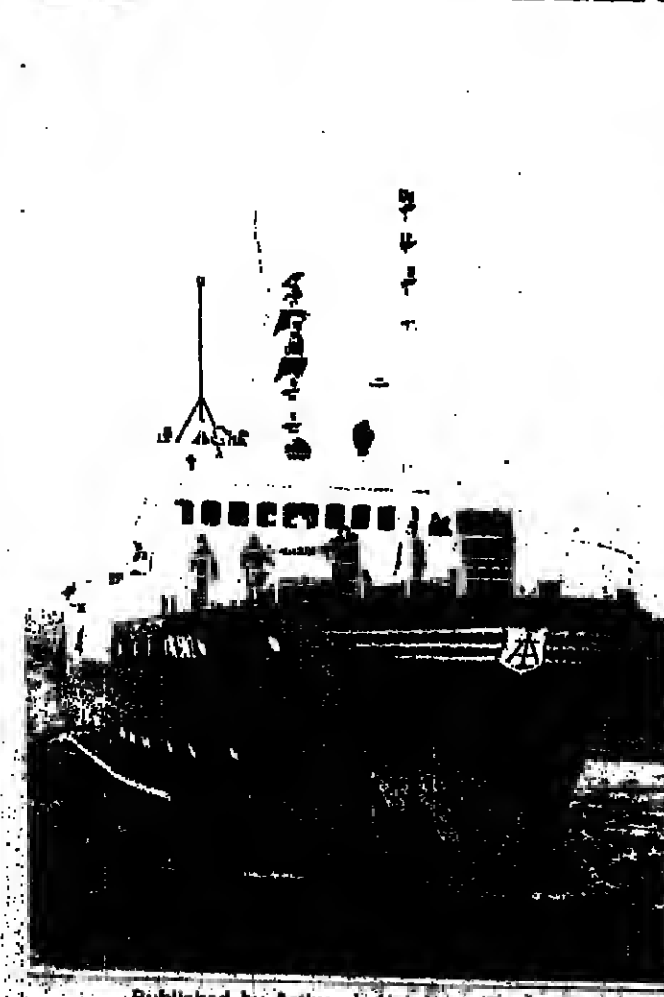
But the situation has given rise to speculation that B.U.T. may transfer its Fleetwood wellfishers to the Humber.

With Fleetwood dock charges going up again, the rumors take on a new importance.

B.U.T.'s Wyre Trawlers has been operating from Fleetwood for several years. At present it has a fleet of seven side trawlers sailing from the port. They are *Wyre Captain*, *Wyre Gunpowder*, *Wyre*

Turn to page two

FAROESE SHIP IN WITH A RECORD



CAPTAIN Morten Johannesen (33) steamed *Polarborg I* (TG 507) into Grimsby on Wednesday last week and left 36 hours later with a £41,725 record for a Faroeese wet fish trawler landing in Britain.

Polarborg I is used to setting up records. Since she arrived from builders Sterkodder A/s, of Christiansund, Norway, last June for owner Jakup Joensen she has already completed 11 trips, landing more than 1,300 tons of cod and boxed fish (95 per cent cod). She established herself as the top wet fish trawler in the Faroes.

This is her first visit to Grimsby and Captain Johannesen is so pleased with the result, which he described to *Fishing News* as "a very, very good sell," that he is hoping to beat his own record by returning the trip after next in February.

Polarborg I landed 1,783 kits of top quality boxed fish, left *Polarborg I* arrives at Grimsby from the White Sea to gross £41,725 and set a new grossing record for a Faroeese ship in Britain.



Captain Morten Johannesen of the £1m. *Polarborg I*.

inevitably mainly cod, but including some fine haddock, from a White Sea trip which took just 17 days — only eight days were spent fishing!

She worked alone some 130 to 140 miles off the North Cape in good weather, which only turned bad when they began steaming for Grimsby.

Biggest problem facing Captain Johannesen and her Grimsby agent, Tom Sleight (Fish Sealemen) Ltd., was the collection of the bright yellow Polarborg plastic boxes from the scores of Grimsby fish merchants who pounced on the fish as soon as the auctions began on January 15. Eventually all the boxes found their way back to the 155 ft. vessel.

Polarborg I is one of the most modern and sophisticated vessels in the Faroes. She is powered by a 750 bhp Wichmann main engine and two identical B. & W. Alpha auxiliaries driving Stamford generators.

Nearly everything on her is automated and the vessel is self-supporting. She has her own Finsem ice-making plant (seven tons daily) and an Atlas sea to fresh water conversion unit.

She is designed for both pelagic and bottom trawling and is fitted almost entirely with Decce and Simred navigation and fish finding equipment, including Simred Loran C. Another interesting item is a Taiyo facsimile recorder capable of producing daily weather maps, or even copies of local newspapers from home.

Polarborg I cost £1 m. when new, she carries a crew of 14 and has a top speed of 13.2 knots.

ICELAND

from page one

to be carried on?"

Asked if the Iceland would regard the withdrawal of British frigates from disputed limit as a no could consider it as a no they do or do not. All we hope for a settlement personally. I do not think there will be one until next. Few of the conference.

"I think trawlers will then continue to go over if they do get harassed by Icelandic gunboats. I understand, in the event of harassment, the Royal Navy would return immediately."

Only hours before British announcement withdrew the Navy's Grimsby trawler *Jellicoe* was held at waterline after a collision with the Icelandic *Agar* 52 miles off tinganes.

Skinner Peter *Lord Jellicoe* with a 12 ft. draft in the quarter, was the boded warp cutting end down-right seamanship aboard.

Some Icelandic claimed *Lord Jellicoe* deliberately rammed the bow by *Agar*.

Herring slump

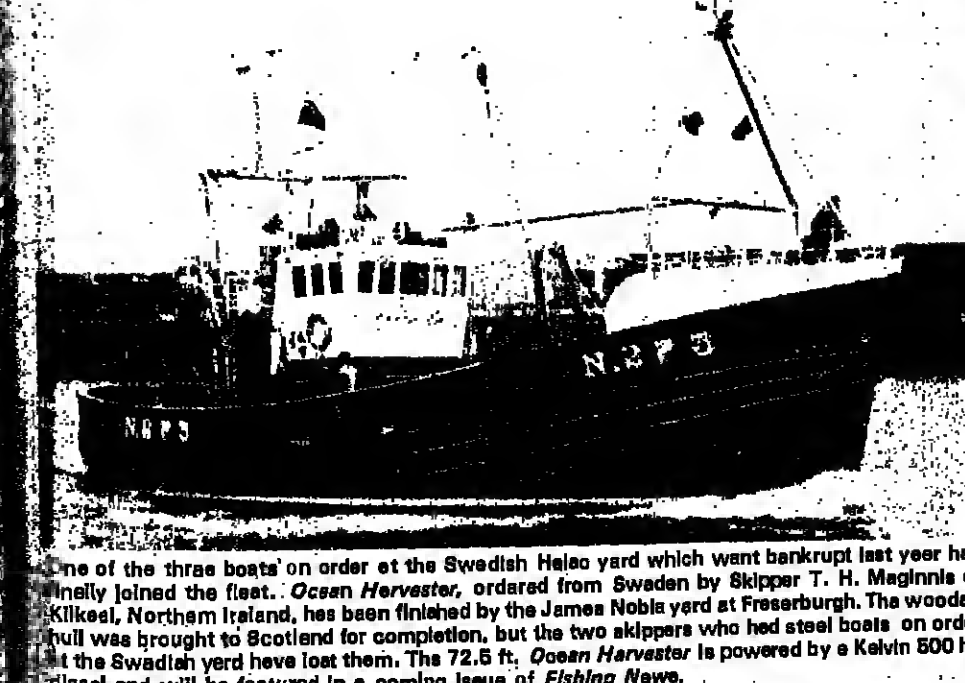
SOME 300 Irish trawlermen, mainly from southern and south-eastern ports, have called for an immediate 50-mile exclusive fishing limit around the Irish coast to preserve herring stocks.

The call came following a meeting in Dunmore East, Co. Waterford, at which fishermen were told that only 25,817 crabs were landed in Dunmore East and Cobh during the season just ended. This compares with 68,288 crabs for the 74/75 season.

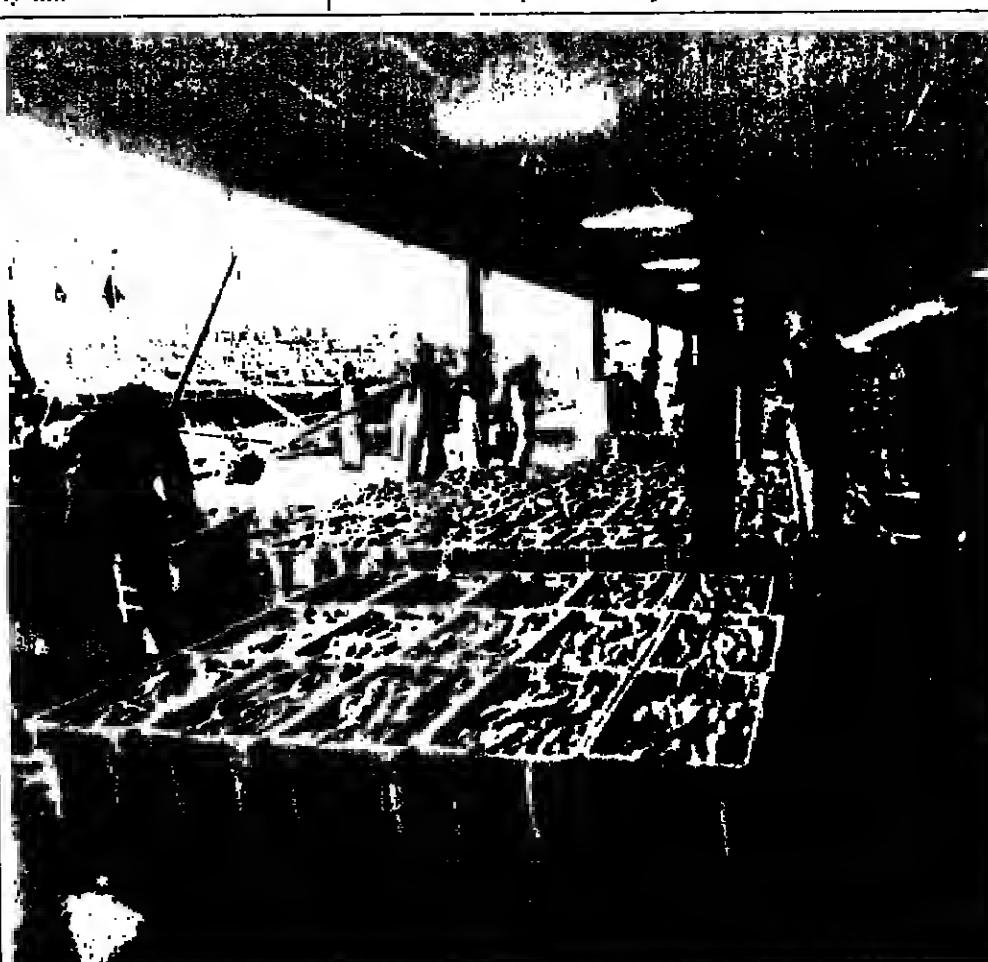
A spokesman for the South and East Coast Fishermen's Association told the meeting that this season's landings are 70 per cent down on last season — the worst for almost 30 years.

The fishermen also called for a fuel oil subsidy similar to that in other European countries to enable them to compete.

FINISHED—AT LAST



One of the three boats on order at the Swedish Helao yard which went bankrupt last year has finally joined the fleet. *Ocean Harvester*, ordered from Sweden by Skipper T. H. Magnin of Killybegs, Northern Ireland, has been finished by the James Noble yard at Fraserburgh. The wooden hull was brought to Scotland for completion, but the two skippers who had steel boats on order at the Swedish yard have lost them. The 72.5 ft. *Ocean Harvester* is powered by a Kelvin 500 hp diesel and will be featured in a coming issue of *Fishing News*.



Shell is catching

Shell marine oils are as much a part of the sea as these kits.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood,

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the lockside of every major fishing port.

Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you.

With so much at stake, it pays to pick Shell.

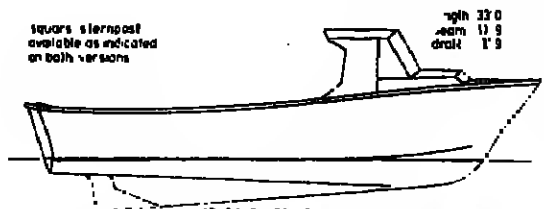
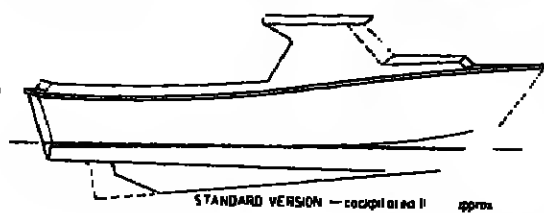
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SKIPPERS FOLLOWED 'ADVICE' TO AID DEAL Fairlead torn out

SKIPPERS fishing off Iceland this week have been obeying "advice" from London aimed at ensuring the talks held with Icelandic Prime Minister, Gler Hallgrímsson, had the best chance of success.

Diplomatic manoeuvring meant skippers were asked from London to haul their gear whenever Icelandic patrol ships demanded.

The skippers, still wary about the move of pulling out the Navy, were obviously none too happy about atting-it-out while the talks were held.

And their fears were well proved on Monday afternoon when a *Boston Blenheim* had both warps chopped.

Fishing News correspondent Dag Pike, aboard the defence tug *Lloydson*, reports:

Last Friday morning *Ross Renown*, fishing outside the main group of trawlers, was threatened by the gunboat *Aegir*. The gunboat made two runs across the stern of the trawler, but it was not clear whether this was just a threat or an attempt to cut warps.

Ross Renown held her gear and *Aegir* contacted her on the radio and said she would be shadowing the trawler.

After asking the defence command for instructions, *Ross Renown* was told to rejoin the main group.

Aegir followed, but as darkness fell she slipped away. The gunboat *Odinn* put in an appearance on the Friday night. When asked by the defence commander what her intentions were, *Odinn* replied that they were not hostile.

On the eve of the London talks the skippers received a message from Fisheries Minister, Fred Peart, thank-



ONE trawler which showed the signs of a gunboat clash was the Grimsby vessel *Prince Philip*, the victim of a nasty warp-outting run by *Aegir* on January 3. She arrived back in port minus a fairlead (arrowed) torn out in the attack when she lost a set of gear. Nevertheless, she returned with 1,350 kits to gross £29,631.

ing them for their co-operation and asking for this to continue. On Saturday, they were further asked to haul their gear if requested by a gunboat to avoid an incident.

That this remarkable request produced little reaction from the trawler skippers shows how ready they were to co-operate and help break the previous deadlock.

Odinn put in an appearance again early on Saturday morning. Two trawlers, *Belgum* and *Prinella*, were fishing away from the pack when *Odinn* told them to rejoin the main group.

The defence commander suggested that they comply and the incident passed quietly, but this new attitude of the Icelanders in attempting to keep the pack in a tight group highlighted their game of hide and seek.

Despite outward calm there was underlining intimidation and it would have only taken a little incident to

spark something off. With talks resuming on Monday morning, three Icelandic gunboats appeared among the fleet fishing in a tight pack about 80 miles off the north-east corner of Iceland.

At 10.45 *Tyr* ordered all British trawlers to haul their gear by 11.30 and proceed outside 200 miles. Any boats found with gear down after this time would have their warps cut.

On an official word from London, all trawlers appeared to stop fishing and hauled their gear. The three gunboats *Odinn*, *Tyr* and *Thor* swept through the fleet checking on trawlers.

The defence tugs *Lloydson* and *Euronome* shadowed the gunboats as they passed, but they had strict instructions not to get involved in any incidents.

Early on Monday afternoon a coastguard spotter plane found *Fleetwood's Boston Blenheim* still fishing.

Tyr was called up and *Boston Blenheim's* warps were cut.

After this incident the skippers were told to put up their gear on board the London talks were concluded.

On Tuesday, while the support ship *Admiral Dug Pike* reported: After a warp cutting incident Monday afternoon skippers received a message from the Prime Minister.

The Prime Minister earnestly requests you to stay hauled, but to remain on the ground to Icelandic Prime Minister in touch with his Government and it is vital in the interests of the fishing industry that these instructions be followed until such direction.

The skippers were formed that their own view in touch with the situation and the defence command requested all vessels to remain in a tight group.

By early evening the skippers were becoming impatient and they were tempted to shoot through cover of darkness. A late message received from the Prime Minister by 19.00 was as follows:

The Prime Minister precludes the response you gave to his message. The receipt of trawlers may resume fishing before they should be in a tight group.

The designated fishing area particular vessel challenge by an Icelandic coastguard vessel. They should haul in until the Icelandic coastguard vessel is in sight.

This firmly put the decision whether to shoot on skippers. There was offer of any protection there were serious elements from them about attitude of the Government.

One skipper commented that if his kid wanted a buy outfit for Christmas would give him the *Boston Blenheim*!

The defence command John Rhydderch, on *Lloydson*, had the difficult job of reporting these Government requests to skippers answering queries. He did a great job in taking some of the heat out of the situation, conveying the feelings of skippers back to London.

In these exchanges he asked to remind the Government that the Foreign Secretary had promised fishermen that when the Navy was withdrawn, warships would be sent again if there was any further warp cutting incidents.

In view of the cut-off *Boston Blenheim's* travel afternoon, skippers wanted to know when the Navy was coming back.

During the night the gunboats were active in the fleet. The majority of the fleet were lying to, but some were fishing and some were towing dummy gear. Attempts were made to tempt the gunboats to their attitude, but there was no reply to repeated challenges.

Today saw the fleet dispersed and at least one trawler skipper talked to top up on the way home. Further messages from London said that it was vital that these trawlers remain on the ground until talks continued.

Middle water fleet a loss-maker

UNLESS there is a marked improvement in grossings by near and middle water trawlers at Grimsby it seems almost inevitable that part of this 28-strong fleet will have to be laid up.

Since the New Year everyone, with the exception of an odd trip, has been soaking up losses which, in some

cases, are beginning to reach alarming proportions. "You can get a fair idea of what is happening just by casting your eyes over the weekly grossings," a spokesman for a firm of middle water owners told *Fishing News*.

"The break-even figures are somewhere in the region of £12,000 per trip for the 130-footers, £10,000 for the 120-footers and £7,000 for the smaller North Sea trawlers.

"No one is regularly making that sort of money and, alas, after one or two trips, we are seriously having to consider how much longer we can afford to run, like other owners, before the lay-ups start."

The Grimsby fleet was badly hit by the last fuel increase, which not only shored the price of oil up by £17 a ton, but meant the increased grossings necessary to meet this had to be stepped-up.

The big catch, landed on a short market, included nearly 350 kits of haddock which found merchants willing to pay an average of over £25 a kit.

Not far behind was *Ross Leopard* (Skipper Dennis Speck), on £4,137 from a 16-day trip which turned out 840 kits.

The rest of the middle water landings were largely the same old tale of woe with small catches and the inevitable low returns due to the continued foul weather on the grounds.

Ross Zebra's daily average of £1,151 was battered by only four distant water trawlers, from 12 landings, although in fairness several had extended trips due to a spate of mechanical problems.

Sadly *BUT's* steamer *Northern Sky* (Skipper Albert Meech), the top vessel in the distant water section with £31,105, was laid up after a 24-day Icelandic run which also produced the

biggest landing of 1,585 kits. She just pipped another BLT steamer, *Royal Lines* (Skipper Alan Farmer), with £31,066 from 1,485 kits on the same market.

Two sister-ships, the 140-tonners *Mont Cenis* and *Saint Brice*, arrived on the scene soon after the fire and stayed by the crippled hull, sailing as close as safety allowed in a Force 12 with mountainous seas.

Repeated attempts to take the stricken vessel in tow were thwarted as the warps snapped.

Early the next day the tug *Lloydson* reached the area. Skipper Le Rival repeatedly asked *Lloydson* to tow his boat to safety, but delay followed delay because of the conditions. Eventually a request came from *Lloydson* for the crew to abandon ship and to transfer by rubber boats.

The skipper and crew thought this unnecessary, as *Cite d'Alth* was still perfectly seaworthy, and thought that any attempt to take to lifeboats would have been suicidal in the wild conditions.

However, *Mont Cenis* managed to secure a tow line and both vessels reached Stormway safely.

Cite d'Alth was towed back to France last Sunday by *Saint Brice*.

Below: the French trawler *Cite d'Alth* powerless in the Atlantic, off the Outer Hebrides.

THE PILOTS of the RAF Nimrod, which circled round the French trawler *Cite d'Alth* for hours on end in very difficult weather off the Outer Hebrides last week, are to receive a letter of thanks signed by every member of the trawler's crew.

Louis Le Rival (50), skipper of the 280-ton Cornish stern trawler *Cite d'Alth* which caught fire early on January 20, expressed his gratitude and admiration for the way in which the planes circled overhead, boosting the crew's morale.

One of the ten men on board were injured, but all were effected by smoke and lack of sleep.

Below: the French trawler *Cite d'Alth* powerless in the Atlantic, off the Outer Hebrides.

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SCOT'S CATCH DOWN

THE SCOTTISH fishing fleet earned £4,897,617 last year than in 1974, when the catch value stood at a record £64,019,697.

These are the latest figures issued by the Department of Agriculture and Fisheries for Scotland.

The value of the white fish catch dropped by £3,280,738 to £42,135,279, while the herring catch, worth £9,581,618, was down by £2,256,550.

In both cases the size of the catch was also down. The only section showing an improvement was shellfish. Here the catch was up by 46,038 cwt. compared with 1974 and the value rose to £7,405,183, compared with £6,765,514 the previous year.

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YOUTHS GET £50 BAIL

THREE Grimsby youths, charged with the theft of the seiner *Lou Ann*, were released on bail of £50 each by Grimsby borough magistrates last week.

The three youths are David Allen, Mark Anthony Jackson and Terence Martin Vickere.

A wide range of Simrad

equipment will be on show and there will be a Simrad engineer, plus two Decca personnel, to answer questions.

The lorry will be at Weymouth, outside the harbour master's office, on February 2; Brixham's seafarers quay on February 3; the Barbican, Plymouth, on February 4 and 5; and Newlyn fish quay, Cornwall, on February 6.

A wide range of Simrad

Simrad goes south

THE Simrad demonstration vehicle will be visiting Devon and Cornwall next week.

The lorry will be at Weymouth, outside the harbour master's office, on February 2; Brixham's seafarers quay on February 3; the Barbican, Plymouth, on February 4 and 5; and Newlyn fish quay, Cornwall, on February 6.

A wide range of Simrad

equipment will be on show and there will be a Simrad engineer, plus two Decca personnel, to answer questions.

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A wide range of Simrad

NORINA BEATS MAIDEN GALES

FLEETWOOD'S latest storn fisher, the 180 ft. *Norina* (Skipper Frank Wilson) made a successful debut at the port last week.

She returned from Iceland with 987 kits, including 900 of cod, which sold for £21,211. Considering the weather, this is a good return.

Two bigger versions of the vessel, the stern trawlers *Luneda* and *Gavino*, also mastered the weather. *Luneda* (Skipper Bill Reader) landed 1,276 kits (900 of cod) to make £25,287, while *Gavino* (Skipper Charlie Scott) made £26,071 from 1,276 kits, including 1,100 of cod.

Boston Crusader (Skipper Dick Wright) landed 1,441 kits including 900 of cod, for £20,210 — a good return for this class of vessel, while *Robert Hewitt* (Skipper Harry Pook) made £18,079 from 905 kits, including nearly 800 of cod.

In the near weather section the pocket trawler *Rosamunda* took the honours. She returned from the North Channel grounds with 145 kits, including 10 of hake, 50 of cod, five of hms, and 26 of raker, which sold for £4,372.

The hake section of the catch sold for around £80 a kit. A small quantity of hake also paid off for the pocket trawler *Resilience* (Skipper Don Bailey). She landed a total of 102 kits, including 24 of hake, 30 of cod and 28 of raker, which sold for £3,294.

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fishing news

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LETTERS

Mackerel orders — and EEC cash — melt away

SIR, I am reluctant to add fuel to the fire in the controversy between mackerel fishermen of the south west, be they pelagic trawlers or "hookers", and the Scots and others who have arrived to exploit this fishery. But, when my own livelihood is threatened, I must air not my views, but the facts.

Over the last five years and more, fishermen in the south west have developed a market for mackerel which has kept pace more or less with the catching capacity of the fleet through our co-ops.

At the start of this season my own co-op, through the South Western Fish Producers' Organisation, was able to satisfy the Common Market Intervention Board that we had forward orders for something like 75 per cent of expected catches, allowing for a natural increase in capacity of the fleet by new buildings, and switches from other types of fishing. Forward orders amounted to the fleet's total landings in the 1974/75 season.

By virtue of these forward orders we were eligible for

compensation payments from the Intervention Board for any fish withdrawn from sale, but the size of the orders meant that the total quantities withdrawn would be small.

This set the scene for the 1976/77 mackerel season: However, with the arrival of vessels from Scotland and elsewhere, our orders suddenly melted away and we are left with very few and sporadic orders, usually on a day-to-day basis. Our fish now frequently goes for fish meal.

This is hardly in itself, but added to this is the injustice that without "freezers" orders we will no longer be eligible for compensation payments.

Thus, the incomes have taken our markets and, also, our eligibility in large measure for compensation payments, which leaves us on the verge of industrial fishing and all its connotations.

This might well be "tough luck" if it could be argued that the quality of our fish was in-

ferior to that of the incomers, or if we had priced ourselves out of the market. But we have been assured by the district fisheries officer that we can and do land equal quality to that of the incomers. On paper, at least, it appears that the Scots have not beat us as price.

There must, therefore, be a discrepancy somewhere for them to have taken our markets and I would like anybody to tell me on what grounds we are not competitive.

There is now the added problem of stocks. From Lands End to the Eddystone Lighthouse the sea bed is now littered with dead mackerel to the extent that a 50ft demersal trawler recently "bagged" 150 tons of dead mackerel in one three-hour tow, and the average for all the demersal trawlers seems to be in the region of two to three baskets a haul throughout the area.

In the early years of the south-western pelagic fishery, before the markets for mackerel became established, we principally looked for pilchards and considerable dumping of mixed fish and mackerel took place by the half-dozen boats engaged in the fishery at that time.

But it was rare for a demersal vessel to catch dead fish and, in fact, dumping was stopped when we found it caused the fish in the area to become "flighty" or disperse. With more sophisticated techniques, it is now only rarely that fish is lost through splitting or dumping.

But purse seiners often have several shots in one night, rejecting each shot in turn if the size is not to their liking, until one is taken. They declare that when they slip a shot the fish swim away. To what then can all this dead fish be attributed? It might also be argued that the local fleet is less efficient per catching unit, but does one air a cup of tea with a serving spoon?

The home fleet has grown with very little grant assistance, by the natural laws of economics to match the markets available. That, surely, is a better measure of efficiency than the artificial laws of economics fostered by grant aid.

I would suggest that by the rule of gross output/£100 invested, we would be more efficient per catching unit than a Scots purser.

The Scots counter to all arguments of overfishing the stock is that by increasing the UK landing of mackerel in total, if and when quota allocations are made for mackerel between interested nations, the UK share of the

quote will be the larger.

That may well be so, but it will be a quota for purse seiners only, as the south-western fleet will have gone to the well in the meantime for lack of markets for its catches.

The argument is a straight confrontation between the livelihood of me and my crew,

and between the investment by my company and the investment by the owners of the incomers.

Only Government intervention can decide which fleet should be sacrificed, and it is unlikely that the present Government will alienate its voters in Scotland and drive them over to the Scottish Nationalist Party, or does the present Government still represent its constituents in the south west?

A. ATKINSON,
Director, DAM Trawlers,
Plymouth.
Skipper Vigilance (A 264)

'Blind eye' to watch rule

SIR, As you are aware the Government decreed that from January 1 of this year, all fishing vessels over 40 ft in length are required to be fitted with a watch keeping receiver.

Having, like other firms within the industry, gone to the expense of developing and having had type-approved such equipment, we are now finding that in certain areas the local surveyors are turning a blind eye to this requirement, as long as the vessel in question is within 40 miles of a VHF station or, alternatively, does not

go further than 20 miles from coast.

We, as a company, well appreciate the feelings of the fishing industry to all the new rules and regulations, and we understand the Government's reason for introducing such laws. But are manufacturers then expected to hold their sides steady the rules are to be obeyed or scrapped?

R. S. PETERS,
SP Radio (UK) Ltd.
Croydon.

Purser 'not dumping'

A STATEMENT issued on Tuesday for the owners of the purse seiner *Quo Vadis* disclaims that her operations off the south-west coast have led to anything detrimental to fishing.

The statement reads: "It has become evident over the past months that *Quo Vadis*, although not fishing for fish meal or dumping mackerel dur-

ing her fishing operations off the south-west coast, has and is still, held under suspicion of the above mentioned. I would on behalf of the owners, request that the authors of the statement, both in *Fishing News* and local papers — printers and makers of their facts before going to press in future." The statement was signed by F. Doone and F. MacAllinden.

WHY SELL AN 'IDEAL' BOAT?

SIR, The correspondence and write-ups on GRP fishing vessels in *Fishing News* recently have been very interesting to the average inshore fisherman like myself.

However, surely it is not just the construction — i.e. hull weight and lay-up methods — which matter when buying a hull.

There has been little discussion on hull shape, for instance. The hulls now available differ in shape so much. Some have transom sterns while

others are based on traditional designs which may well have been proven over the years.

Surely anyone selecting a hull must decide on one with the correct hull shape as well as high construction standard. Have all the GRP hulls in production been designed by naval architects, or qualified people, for instance?

Reading the letters columns recently, I understand that

Tyler, Helmetto, Cygnus and Varsellity claim they are of moulding to a high standard. So, the choice must be made on hull shape, price and availability.

Petar L. Evans, skipper owner of *Wakel* (FO 286) seems to have an ideal and a stable boat according to the latter which Tyler reproduces as an advertisement. Many fishermen must, therefore, be asking themselves why has the vessel been put up for sale in the *Fishing News Classified Advertisements* section?

G. BAYNE,
Grimley.

Best trip by part-freezer

A 552,102 grossing for 2,561 kts was made at Hull on Monday by *Lord Nelson*. This was the highest return this BUT part-freezer has achieved for the wet fish part of her catch since being built at Bremerhaven in 1961.

The vessel, which had been on a 39-day trip to the White Sea and Norwegian coast under Skipper Norman Longthorp, also brought back about 200 tons of fish frozen during the earlier part of the trip.

Her previous highest wet fish grossing was 243,972 for 2,726 kts made in April last year after a 19-day White Sea trip. Skipper Longthorp has been with *Lord Nelson* for about 12 years.

While *Lord Nelson* topped Hull's wet fish sales on Monday, the day was disappointing for another BUT trawler, *Folstoff* (Skipper E. Ward). She has been able to

put in one day's fishing during an Icelandic trip before returning to Hull with an engine problem.

The vessel had been out 12 days, including the day of landing, and made 22,914 for 127 kts.

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SAVED — AFTER THREE MINUTE ICELAND DIP

DETAILS of a Fleetwood deckhand's lucky escape from death were told with the return to port from Iceland of *Boston Crusader* last week.

The vessel was off Iceland preparing to shoot when Ian Fisher (22) went to try and free a rope which had got caught on a bollard.

He came to the surface and air in his skin helped keep him afloat.

"But the swell pulled him away from the ship. We could see him in the water with the decklights beaming. The swell then fetched him back to the side of the ship and we shouted to him as he floated and swam in the stern."

said: "The fellows on deck worked very quickly. He was in the water two or three minutes — then they had him out."

Ian Fisher said: "Every bit of breath in me was knocked out by the shock of hitting the water, which was below freezing."

"I just kept kicking and struggling to get away from the net as it went down. The rope was tight around my

thigh — I've still got bruises — but I eventually got rid of both my thigh boots.

"The air trapped in my sea truck shot me to the surface. I was dying for a breath of air but, because of the cold, I was coughing and spluttering and found it hard to breathe. I saw the ship immediately and wasn't I glad."

"If it hadn't been for them doing everything as quick as they did, that would have been that for me. They threw a wire to me and I clung on for dear life as they hauled me aboard. It was the longest three minutes that I'll ever know."

"They took me below and I got off my wet gear and had a shower and few drams of rum from the skipper to get some warmth in me."

Fortunately for deckhand Fisher, the weather was comparatively mild — the day before temperatures were much lower and his survival chances are worse.

Despite his ordeal, he is expected to sign again for an Iceland trip.

Instinct

"The sinking net drooped me underneath. I must have gone about a fathom under. I wanted air and it was really cold. But instinct took over."

"I just kept kicking and struggling to get away from the net as it went down. The rope was tight around my

Dues rise confirmed

INCREASES in Scarborough harbour charges — as much as 110 per cent — have been confirmed by the harbour committee despite angry protests by fishermen.

However, the committee has decided to ask the Policy and Resources Committee to consider allocating more revenue to offset the increases.

Ben Culling, of the local inshore fishermen's association, has lashed out against harbour administration costs which amount to around £20,000.

He says: "We are having to pay for more officials than we need."

Freak wave hits seiner



THE EYEMOUTH-based *Valhalla* returned safely to port in Bervickshirs 48 hours after she was damaged by a freak wave during a fishing trip in the North Sea, 100 miles off the coast. Part of her wheelhouse was smashed (above).

Crew member Alex Aitchison described how the fishing boat was making her way through heavy seas when the freak wave struck her: "I was on watch at the time and it was very rough. Suddenly a wave, which must have been 35 ft high, came up and broke over us."

"When the wall of water cleared we found the bows stove in. Fortunately the boat was not holed and we managed to reach harbour safely," he said.

QUAY FULL UP

FLEETWOOD inshore vessels have now been allocated mooring places in the recently-completed Jubilee Quay.

Some 58 vessels are involved and, last week, Fleetwood inshore fishermen's Association warned that any new boats or vessels from other ports would have to use the inner dock and have catches landed by the port's lumps.

David Rainford, the association chairman, said: "Obviously having to go into the dock will make things more expensive. If a vacancy arose at the quay, ships could then be moved from inside the dock."

He added: "The quay is absolutely full. It is not a closed shop, just a matter of waiting for a place to crop up. We didn't want someone to move into Fleetwood and get sailing with high expense because they just did not realise that they could not use the Jubilee when they wanted."

Fleetwood docks manager, Tony Winfield, said: "We have made these arrangements working in conjunction with the users. It has been our aim to allocate places to the full-time Fleetwood-based inshore fishermen. We have tried to safeguard the livelihoods of working fishermen."

Guernsey aid plea

GUERNSEY'S Sea Fisheries Committee believes there is a good long term future for the island's fishing industry.

In 1975 nearly 2400,000 worth of fish was exported from the island and the estimated value of landings were in the region of £750,000.

This week the States Island parliament was being asked to vote £30,000 to the committee to enable it to plough this into its loan scheme.

The Fisheries Loan Scheme was started in 1972

with the object of assisting fishermen to buy or improve vessels. High priority is given to fitting navigational aids, radio, gear and equipment.

Since the slight downturn in expansion reported by the committee in 1974 there has been a remarkable increase in the crustacea fishery.

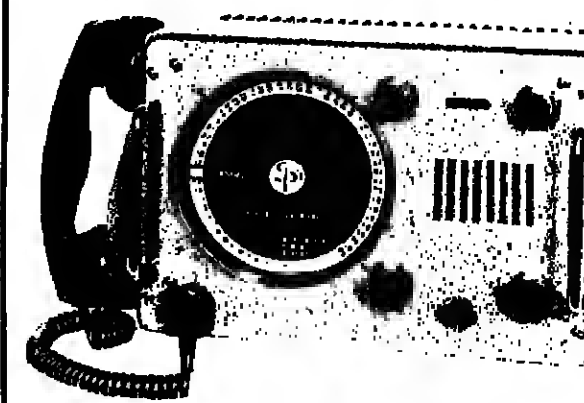
Over three times the value of crustacea will have been landed in 1975 compared with the previous year — and nearly five times as much should be landed in 1976 compared with 1975.

The Fisheries Loan Scheme, it is claimed, has been largely responsible for the increase of fish landed in Guernsey.

The following figures show the growth of exports and landings:

1970, £49,000 (January — November inclusive), exports; £90,000 (estimated landings, full year). 1971, £87,000; £200,000; 1972, £219,000; £300,000; 1973, £303,000; £500,000 +; 1974, £322,000; £500,000 +; 1975, £393,000; £750,000.

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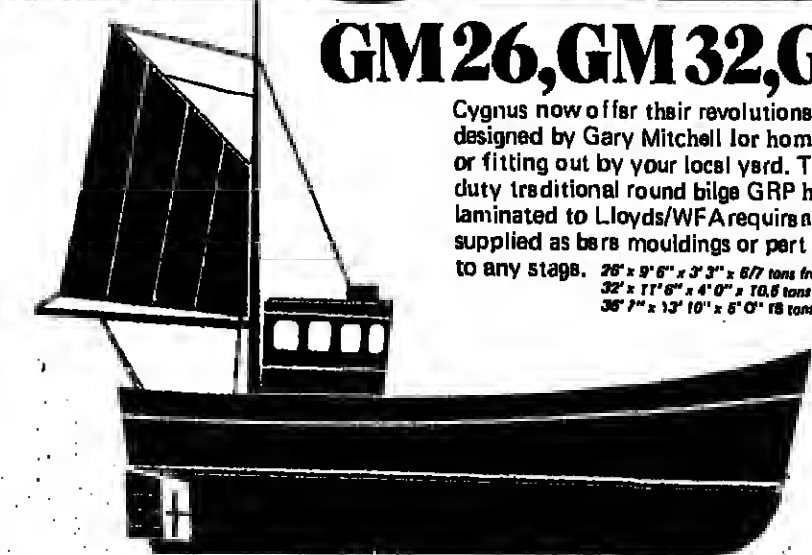
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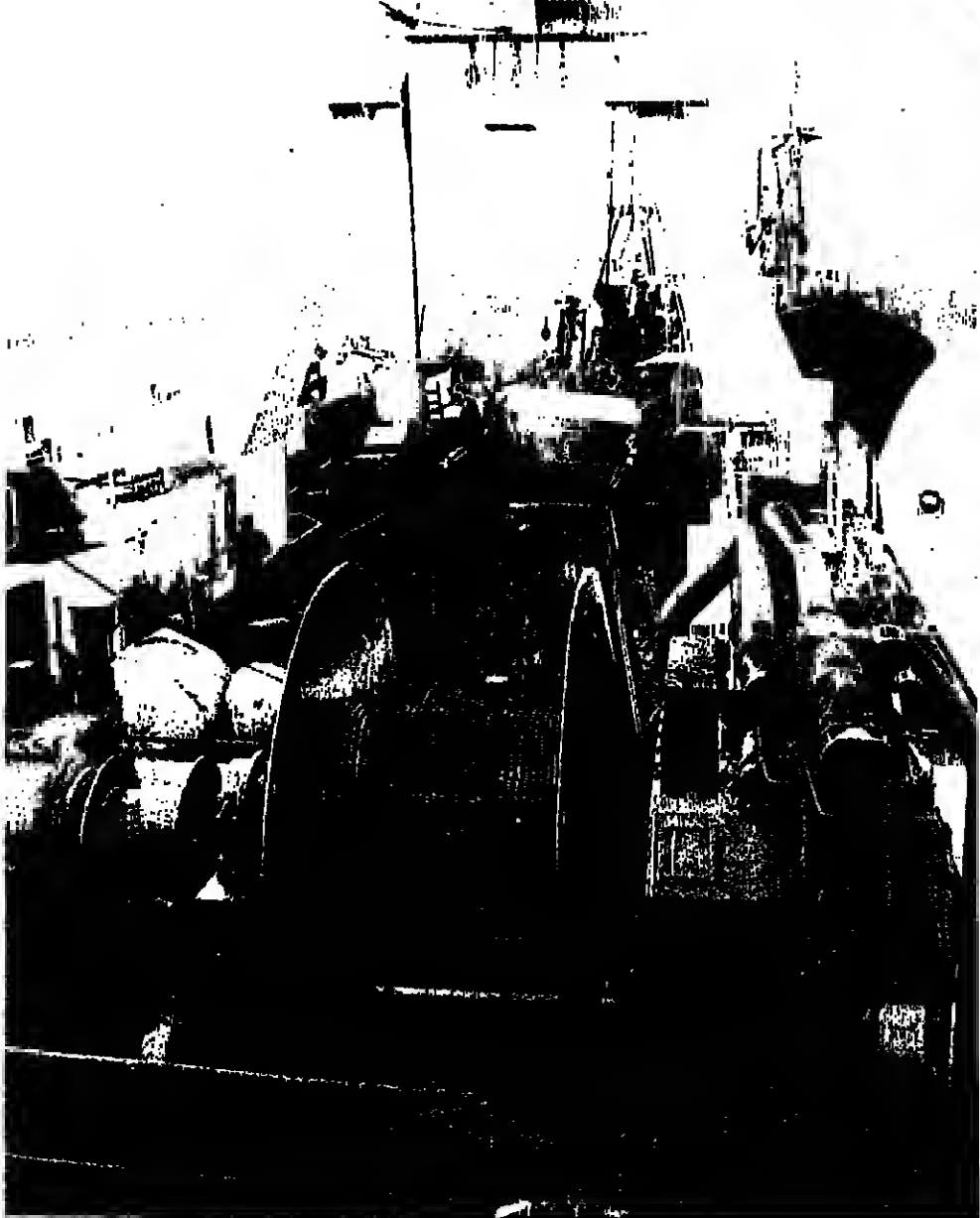
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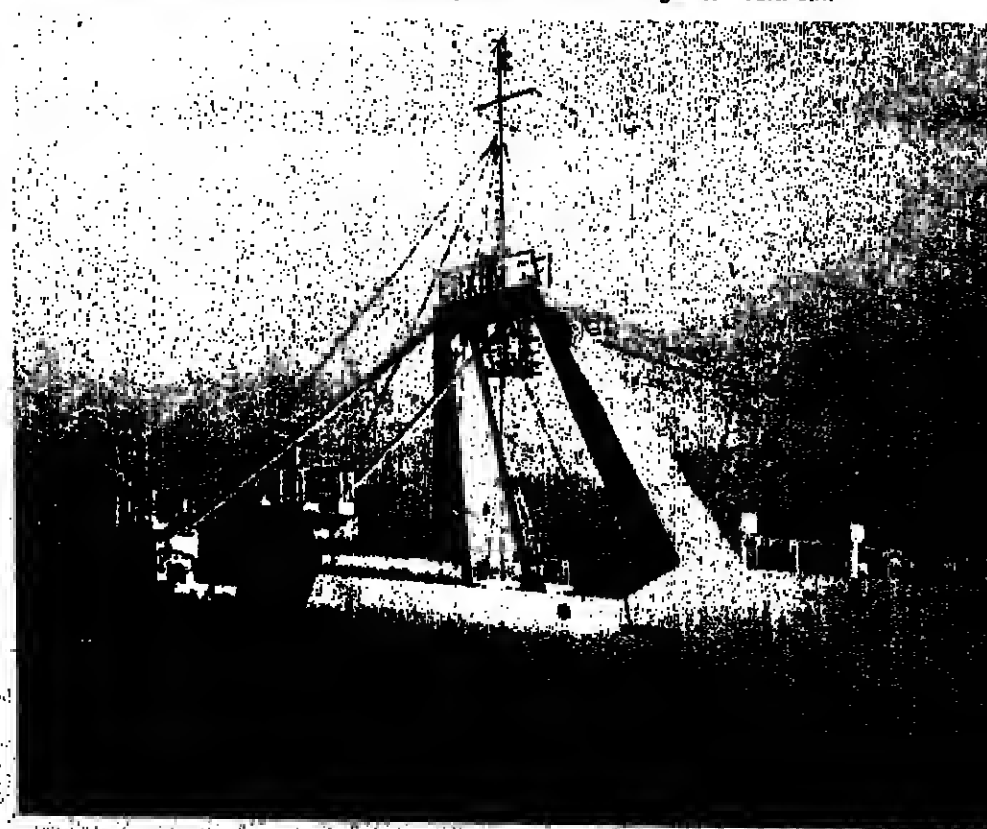
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Marr's new Junella now out on White Sea maiden

SMALL FREEZER PACKS A BIG LOAD



Above: the trawl deck viewed from behind one of Junella's two Hydraulic Brottvaag split trawl winches. Synchronisation gear is fitted to aid shooting and hauling the trawl. Below: Marr's second freezer to be named Junella, the ship has an overall length of 218ft. 6in.



A FREEZER trawler with a difference has joined the Marr fleet at Hull. Although Junella is 33ft. shorter than Farnella, Cordella and Northella—also built by the Swan Hunter Group for Marr—she has the same carrying capacity and is equipped for both pelagic and demersal trawling.

Junella is now fishing on the White Sea grounds with Skipper Alf Eagle in command. Built in the Clelands yard at Swan Hunter, Junella has an overall length of 218ft. but her greater beam gives a fishroom similar in size to Marr's 251ft. freezer. In addition to being wider, the fishroom extends up to trawl deck level, while in the other ships it is located below deck.

Sonar

A net drum is carried and she is also equipped for the installation of sonar, although this has not yet been fitted. A special feature of the fish processing deck is the pre-cutting bleeding tanks which have been specially designed by the owners, builders and the Industrial Development Unit of the White Fish Authority.

In the processing area the fish have their jugular veins cut and are then placed in the tanks for about half an hour, before being gutted by hand or machine. This treatment is intended to improve fish quality.

Main dimensions of the vessel are: length 218.50 m. (218ft. 6in.); length bp 55.00

m. (180ft. 6in.); moulded beam 13 m. (43ft.) and moulded depth to trawl deck, 8.10 m. (26ft. 7in.).

She has been built under special survey to Class 100 A1 Ice Class II (hull only), and UMS 'Stern Trawler' in accordance with Lloyds Rules. She also satisfies all the requirements of the Department of Trade.

Stability is in excess of IMCO requirements in all seagoing conditions, and construction is of electrically welded Siemens Martin mild steel to Lloyds tests.

Scantlings are to Lloyds standards for this class of vessel, but have been increased where necessary to Swan Hunter's normal stern trawler practice.

The engine room is placed aft, with the refrigeration machinery at its forward end, and the after 'tween decks are arranged on the main working space incorporating steering gear, net stores and fish processing area.

Some 500-tons of fuel oil are carried in deep tanks forward, tanks under the fishroom, engine room and in the stern.

Water ballast is carried in the fore and aft peaks and in stern tanks, while fresh water tanks at the after end of the engine room have a capacity of 50-tons.

The main engine is a Mirreles KMR Major cylinder, four stroke, turbo charged and inter cooled unit, with a maximum continuous rating of 3,180 bhp at 800 rpm. This engine drives a Liaaen G 85/600 stainless steel 3,150 mm. diameter variable pitch propeller through a Tacko plain reduction horizontally off-



Skipper Alf Eagle, the long serving Marr skipper now in command on Junella's maiden trip.

set gearbox which gives a propeller speed of 225 rpm. At the forward end of the main engine is a power take-off shaft which drives a 5 kW, 440V, three-phase, 5 Hz, Lawrence Scott alternator and the hydraulic power pack for the deck machinery.

This power pack consumes a maximum of 800 hp. It comprises six G16 and six G18 Hydraulic Brattvaag hydraulic pumps which at 360 rpm and are driven through a Frank Mohn gearbox from the fore end of the PTO shaft.

The power pack consists of a maximum of 800 hp. It comprises six G16 and six G18 Hydraulic Brattvaag hydraulic pumps which at 360 rpm and are driven through a Frank Mohn gearbox from the fore end of the PTO shaft.

Remote

A hydraulically operated friction clutch to engage or disengage the gearbox from the engine can be remotely controlled from the bridge, or from the engine control room.

There is a flexible coupling between the PTO shaft and the gearbox, and between the gearbox and each pump.

Standby power for the deck units is provided by one G16 pump running at 260 rpm and driven from a 440V, 70hp, electric motor.

A 448 kW, three-phase, 50 Hz, alternator of Lawrence Scott manufacture is driven from a Mirreles Blackstone ETS1.8 six-cylinder, four stroke, turbo charged, water cooled auxiliary engine. This engine has a maximum continuous rating of 880 at 750 rpm.

There is also a generating set, consisting of a Lister JW6MA electric engine, radiator cooled, which runs at 1,500 rpm, drives a 70 kW, 440V, three-phase, 50 Hz, Newage alternator.

Compressed air for the main and larger auxiliary engines is provided electrically. The Hamworthy two-stage cooled compressors are electrically driven.

The electrically driven bilge, fish wash, pump, and fire fighting pumps are of Hamworthy manufacture. In addition, the main electrically

Sea maiden



The trawl winches each consist of a main drum fitted with Lebus spooling and designed to hold 1,600 fathoms of 3 1/2 in. circumference wire.

Each trawl winch is driven by two MA8 hydraulic motors through a gear transmission, with gear ratio of 1:3.87. Hydraulic oil is pumped to each winch by three G16 and one G18 pumps. The trawl winches have two hauling speed and power ranges which have the following characteristics. (All speeds have stepless control from zero to maximum):

1st layer:
27 tons at 0-45 m. a minute.
13.5 tons at 0-68 m. a minute.
Medium drum:
16 tons at 0-78 m. a minute.
3 tons at 0-114 m. a minute.
Full drum:
11.4 tons at 0-107 m. a minute.
5.7 tons at 0-160 m. a minute.

Brottvaag Synchro 1000 and Synchro 1010 control systems are provided for the trawl winches.

Hydraulic braking when

Above: Junella out on trial from the Clelands yard of Swan Hunter.

Fitted on the after end of the bridge deck are the type 12A811 trawl winches and the type A10M gillnet winches.

Turn to page eight

Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



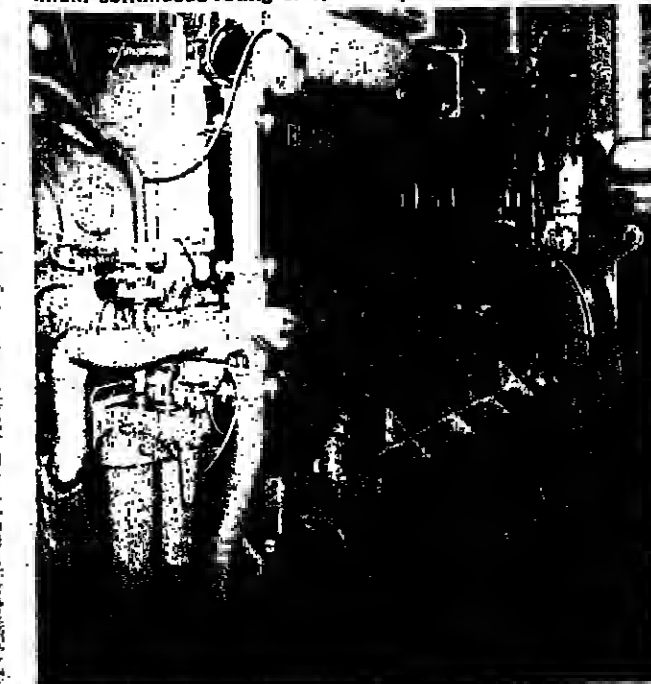
The stern freezer trawler "Junella" built by Clelands for J. Marr & Sons Ltd. is equipped with Mirreles Blackstone propulsion and auxiliary engines.



3180 b.h.p. KMR6 Major propulsion engine

448 kW ETS1.8 auxiliary set

Below: Junella's Mirreles Blackstone main engine has a maximum continuous rating of 3,180 bhp at 800 rpm.



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Hawker Siddeley Group supplies a wide range of diesel and auxiliary engines, pumps and other marine equipment.

JUNELLA

From page seven

shooting the gear, and automatic synchronising of the warps when shooting and hauling is provided by the Synchro 1000 system.

The Synchro 1010 is a system for automatically shooting and hauling a pre-set length of warp; it also gives much greater control of the fishing gear.

When towing, the system allows the winches to automatically haul in or pay out in conjunction with the vessel's motion. This reduces warp tension and gives a smoother passage for the net.

If the ship is turning, or steering across the tide, the tension of the warps adjusts automatically. If the net needs to be adjusted to a different depth when towing, the warps can be hauled in or payed out slowly enough to prevent the net from collapsing.

When the net is caught on a fastener, the winches will automatically increase power to a pre-set limit; if this does not clear the net from the fastener, the winches will pay out warp and an alarm system will operate.

Each gilson winch has one barrel and a varying head and is driven by one M10 motor fed by one G18 pump.

The type 2AS net drum is driven by two M18 motors and lies on the centre line, towards the fore end of the trawl deck. It also has two speed and power ranges, plus stepless speed control, and offers the following duties:

1st layer:
12 tons at 0-90 m. a minute.
6 tons at 0-135 m. a minute.
Middle drum:
4.6 tons at 0-235 m. a minute.
2.3 tons at 0-350 m. a minute.
Full drum:
2.8 tons at 0-385 m. a minute.
1.4 tons at 0-580 m. a minute.
The type A8 sweep line winches lie well forward on the trawl deck. Each consists of one wire drum with a dividing flange and is driven by an M18 motor fed by two G18 pumps.

Lying well aft are the type A2-300-C outhaul winches. Each of these winches has a dielectric wire drum, with a hand-operated hand brake and a varying head. Power is from a M18 motor fed by a G18 pump.

A remote control console for the deck machinery is

fitted in a small cabin in the after end of the bridge. From this position the brakes, speeds and the Synchro 1000 and 1010 systems of the trawl winches can be controlled, in addition to the speeds of the net drum, gilson winches and sweep line winches.

Catches fall from the cod end through a hydraulically operated steel flush hatch and down chutes into reception ponds at the after end of the fish handling area.

The bleeding tanks are fitted just forward of the reception ponds end, after leaving the tanks, fish are gutted by hand or by a Haeder type 166 gutting machine.

Non-chokeable Turo pumps are used to pump the fish waste overboard.

The liver oil boiler room lies to port of the gutting area and the boilers draw steam from a Wauson Thermacool plant with steam generator.

After gutting, fish pass through washers and then forward to the freezing area. All the necessary conveyors and elevators are supplied by Walcker and Co. and the stainless steel fish washer is manufactured by J. K. Trushell.

Freezing is carried out in eight vertical plate, 20 station, Jackstone Froster plate freezers. Stainless steel bins are arranged in way of each freezer.

Plug door

Roller conveyors take the frozen blocks to the bulkhead at the fore-end of the freezing area. They are passed into the fishroom via a slot with a rubber flap and a hinged insulated door arranged in the bulkhead.

Access for the crew into the fishroom is provided by an insulated plug door in the bulkhead.

Accommodation is arranged forward for a total complement of 30 and has all the comforts expected aboard a modern stern trawler.

Senior and junior officers are housed in the superstructure and on trawl deck level, while the crew cabins in the 'tween decks.

The skipper's suite comprises: day room, bedroom and bathroom, while the chief engineer and first mate each have a dayroom, bedroom and shower plus w.c. compartment.

Junella — the new Hull-based freezer now on her maiden trip.



Single cabins are arranged for the radio operator, second and junior mates, and the two second engineers.

Galley, officers' mess and crew's mess and lounge are arranged on trawl deck level. The galley is fitted with a Bishop of Glasgow electric cooking range, Imperial potato peeler, Valentine fish and chip fryer and Electroway eye-level grill.

Other facilities in the accommodation include provision store and domestic cold store, a laundry and drying room and toilets and showers.

Domestic hot water is supplied from an indirect cylinder heated by an immersion heater.

Single duct mechanical ventilation is fitted and central heating is provided from electric radiators.

All safety and fire fighting

appliances, and all fire retardant materials used in fitting out the ship, are to Department of Trade and U.K. Trawlers Insurance requirements. A Minerva fire detection system, and a Mather and Platt Grinnell automatic sprinkler system are fitted.

The spacious bridge has heated windows and Wynstruments blade-type window wipers; there is a separate radio room.

Fish fining equipment is of Atlas Elektronik manufacture, supplied by Brown and Perring Instrumentation Ltd.

The type 780 fish finder has 'bottom lock' on the paper, and on the fishscope which has a steady picture presentation.

For net sounding there is the Atlas 860 with up/down

net transducer. This is capable of being switched to the vertical mode of operation via either of two 19-element switchable beam with ceramic transducers fitted on the hull. The 780 is also capable of being switched to the headline transducer for emergency operation.

Twin radars

An Atlas Filin 520 is also connected to the 780 fishfinder for digital indication of water depth.

Decca has supplied twin RMU25 radars with gyro stabilisation and digital variable range markers. A Decca 550 automatic pilot is complete to the Sirius gyro system with repeaters. In addition there is a Decca Mk 21 Navigator and 3500' track plotter.

Electronics Marine of Hull has supplied a Ben Galois speed log. This log features hull unit with no underwater projections, and a repeater which has expanded scale facilities, permitting very small fluctuations of speed while towing to be readily seen.

All the radio equipment has been supplied by Radifon Telecommunications Ltd and meets all the latest radio and L.T.U. Regulations for a Class 1 fishing vessel.

The RMT 1500S SSB transmitter is capable of a power output of 1,500 watts and covers all the main M/F, I/F and H/F Marine bands giving world wide coverage for telegraphy and telephony. It is used in conjunction with two R551 receivers capable of world wide reception both SSB and DSB.

Emergency equipment comprises a GR377 SSB radio telephone capable of unattended transmission of the automatic two-tone alarm distress call. Also carried are two lifeboat emergency transmitter/receivers.

To cover the latest safety regulations, Junella has been fitted with Radifon AA1 and WK2182 automatic watchkeeping receivers. These keep a constant 24-hour watch on the main 500kHz telegraphy distress frequency, and give an audible warning of any distress signals detected.

An automatic keying unit capable of transmitting the vessel's call sign and distress signal on the main 500 kHz distress frequency has also been fitted.

Radifon's new Sealand 30 vhf equipment is also installed.

Radifon 'Talk-Bac' equipment and sound powered telephones covering 22 selected positions give instant communication between these positions around the vessel.

For crew entertainment and announcements, there is a Radifon SRE system comprising radio and pre-selected tape which can be distributed to 25 positions around the ship, including the cabins.

Navigation aids supplied by Radifon include LRP Loran receiver and Koden direction finder. Steering gear is by Fryden-



Junella's fish finding system is based on equipment supplied by Atlas Elektronik.

Big Irish herring boat

THE NEW £300,000 herring trawler *Lach an Iuir*, launched from the Irish Sea Fisheries Board's (BIM) Killybegs boatyard last month, is skipper-owned by Neil Doherty of Annagry, Co. Donogal.

Financed under the BIM Marine Credit Plan, the trawler is powered by a 570 hp engine giving her a speed of 10 knots.

Of carved construction in iron and native oak, the boat can carry a total of 500 crans of herring.

She has an overall length of 70ft, 6in, and a beam of 21ft, 8in, while her draft is 11ft, 6in, and displacement, some 140 tons.

The accommodation for eight men, arranged below decks aft, is heated by an iron oil-fired central heating unit. The steel wheelhouse, combined with a galley messdeck, is fitted with aluminium windows and Clearview screen. A washroom with wc is located forward of the galley, which is fitted with a pressurised hot and cold water system.

Her main engine is the Caterpillar type D379, developing 570 hp at 1,225 rpm, with Fernhult and Giersten gearbox and stern gear.

A Lister marine diesel auxiliary, type HRAV6MA, developing 64.5hp at 1,500 rpm, is mounted in the forepeak.

Her deck equipment includes a Hydraulic Brattvaag trawl winch, type DIA8, having two main drums with an 11-ton pull and one gilson barrel.

A Brattvaag AG170 cargo winch is fitted complete with its own pump, driven by the auxiliary engine, and this unit can also be used for net retrieving.

Sheave pull

The power block is a Rapp 24in. model with goose-neck crane driven by a Fraser freewheel pump. Sheave pull is two tons.

Lach an Iuir is fitted with Seffle hydraulic steering gear, type H1340. This is power operated and has a dual-station control.

Two 250/700 series 'M' Gilmeec pumps, driven by the main and auxiliary engines, supply a Gilcor bilge pumping and deckwash system.

Deck lighting is provided

by seven 500 watt tungsten halogen floodlights giving a high level of illumination. Two 1,000 watt Naack searchlights are also provided.

Fire system

There are alarm panel monitor points on the main engine, auxiliary engine and at high bilge water level. Minerva fire detection system monitor points are in the engine room, cabin, galley, mess-room and wheelhouse. This gives a visible and audible alarm in the event of a fire. Standby power is provided by a Dugenne battery set

Her sonar is Eka's SM1Y unit with LAZ 44 sonar scope. Other wheelhouse equipment includes: Eka LAZ 51 sonar; Eka NS4E net-sonar, with fully automatic electric winch, NES4 transducer board and recorder; LAZ 45 net sonar scope unit with electronic ST151 net sonar; 'Sator' RT 143 56-channel 25 watt VHF radio telephone; Decca auto-pilot, type 50AL; Decca Navigator Mk 21, with type FRS 15, plus an Eka RE 30 03 switchbox for use with the 110V dc supply.

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We are proud to have been the suppliers of ATLAS-ELEKTRONIK fish finding equipment to the latest freezer stern trawler built for J. Marr & Sons.

JUNELLA

As suppliers of electronic equipment to all 8 of their latest new vessels, we offer our congratulations to the owners and wish skipper Alf Eagle and his crew

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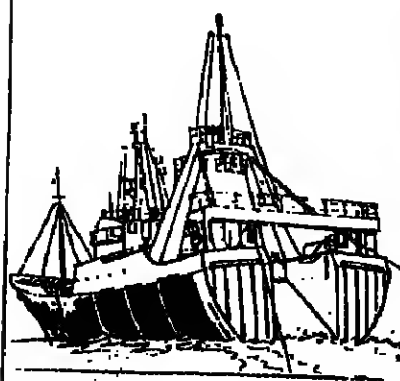
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Above: section of Junella's galley, which caters for the 30-man crew. Below: control console for the hydraulic winches.



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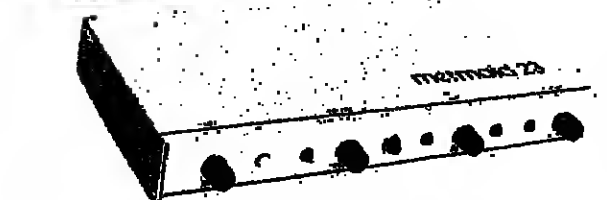
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SOLENT YARD'S GRP STERN FISHER

WEST SOLENT Boat Builders of Keyhaven, Hampshire, has completed its fourth commercial fishing vessel, *Lady Irene* (W 120). She is a stern trawler and salmon netter owned by Captain Patrick Walsh who will operate her from Youghal, Southern Ireland.

Based on the Versatility 30 GRP hull, which has a beam of 11ft. and a depth of 3ft. 9in., this is an ideal boat for shoal waters. She is likely to appeal even to those who dislike GRP boats, because when you step aboard you tend to forget about the material and notice the boat instead.

First you notice the laid decks of 1 1/2 in. Douglas fir, which are practical as well as look right. They will stand up to a lot of wear and tear.

The gunwales have a hefty capping, extended downwards of the Malaysian hardwood keeling, with two rows of half-round metal galvanised strip along the top.

The hull is sheathed with elm across the stern, on each quarter, and in the way of the capstan on the starboard side. The wheelhouse is also of wood, and the quality of the joinery is first-class. All the sheathing is clear-vernished.

This wood helps stiffen her up and the weight must also make her sit better in the water than the average GRP craft.

Aft there is a flush-fitting lid of 1/2 in. checker plate. This gives access to the fitting for the emergency tiller, and to an 18 in. square trunking with a metal plate bolted onto it. An optional extra with the Versatility, moulded in with the hull, it ensures inboard access to the propeller should it become fouled.

The three-bladed propeller, 28 in. x 19 in. has a 1 1/2 in. stainless steel shaft. Cutlass bearings on each end of the stern tube are continuously lubricated by the engine cooling water, which helps prevent sand getting into the outboard bearing when trawling in shallow water.

Lady Irene's engine is a Ford Marmad of 72 hp at 2,000 rpm driving through a 3:1 reduction.

Two hatches of 1/2 in. steel checker plate cover the engine space and they rest on 8 in. iroko coamings, 1 1/2 in. thick. A combined deck-wash and bilge pump works through a 1 in. Jelsco pump, with a Whale 'Gusher' 10 as an auxiliary pump. Two 60-gallon mild steel tanks fitted with baffles hold fuel, with filler caps flush with the deck.

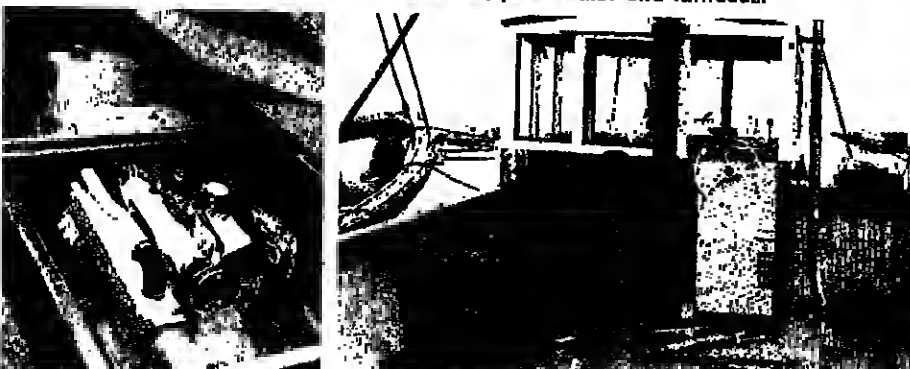
There is an after gantry of 3 in. steel, a 6 in. sided oak towing post abeam the wheelhouse and a 4 in. steel derrick supported by pipe stays.

There is no winch, but a Saawinch half-ton hydraulic capstan is mounted on the starboard side of the reined fore-deck on a 1/2 in. steel plate. By a modification, this can be used to haul salmon nets and the boat could also be used for shellfishing if necessary.

Power for the capstan is from a variable speed Dowty pump constantly driven from the engine power take-off via a Fenner-type flat belt. This helps to eliminate belt-slip when there is a big load on the capstan.



The Versatility 30-based *Lady Irene* which is to fish from Southern Ireland. Below: her Ford Marmad 72 hp diesel and the offset wheelhouse, plus hauler and fairleads.



part and has a sliding door. It has a pine frame, with in. and 1 in. respectively. The fixed forward windows are of 1/2 in. plate glass, with 1/2 in. plate glass for the side windows. A sliding window to starboard allows the boat to be controlled from the capstan position. Steering is by Telexflex, with twin-lever Telexflex gear and throttle fitting.

Wheelhouse equipment consists of a Decca 080 radar, Seavoice VHF radio telephone, Seascribe paper echo sounder and Bosun grid compass. The wheel is not of traditional spoked design, and there is a panel with tachometer, empometer, oil pressure gauge, plus an alternator warning light.

Due to the sheer forward, the view immediately ahead is not good unless the helmman is fairly tall. And, although the fixed forward windows have the advantage of being leak-proof, and a marine window-wiper will clear the section through which the helmman looks, there are times when an opening window would be very useful. This would be especially so in poor visibility and manoeuvring or berthing after dark, when window reflections make it difficult to see properly and judge distances.

A doorway gives direct access to a small fore cabin where a sea toilet, two seat lockers and a Color gas stove (two burners and grill) compete for space. The wheelhouse and cabin are naisy when the engine is running, but this is a common drawback with a GRP-hulled boat.



The first boat based on the registered tonnage of 15 tons, Versatility 35 GRP hull (isolated by computer), she is due to leave the Rye: will be trawling and mackerel fishing off the Cornish coast. Two more 35ft. hulls are on order. One is to fish off the Rye, the other will be based in the Thames estuary.

Hebrides fishermen may link

A PROPOSAL to hold a series of meetings throughout the Hebrides to discuss the formation of a Western Isles Fishermen's Association came before a meeting of the Isle's council last week.

The idea is one of a number suggested by the council's fishing industry sub-committee.

It has recommended that the Western Isles Authority convene meetings of fishermen at Barra, Eriksay, Bannabula, Barnay (North Uist), Scalpay, Terbert, Barnara (Lewis), and Stornoway.

They would then discuss the formation of the association and nominate representatives to attend a central meeting to consider a draft constitution. This would be prepared with the assistance of council officers.

An approach is to be made to the Highlands and Islands Development Board to see if it would support such an association.

The sub-committee has also recommended that the representation be made to the Secretary of State for Scotland, expressing deep concern at over-fishing in the waters around the Western Isles, with particular attention to lobster stocks.

The sub-committee feels, however, that any further action should be taken by the new association, if formed.

It is also felt that more crab fishing should be carried out around the Western Isles. The sub-committee also recommended that an investigation be carried out into the possibility of providing landing facilities on the west coast of the Uists.

Sandy Matheson, chairman of the fishing industry sub-committee, said: "I feel there is a great need for the new Western Isles Fishermen's Association."

"Firstly their problems are not identical to their mainland colleagues and, secondly, there is a feeling among many people that the Western Isles is going to become the focal point of the fishing industry for Europe in the next two or three decades."

Announcing this in Hull on his return from Saudi Arabia where the agreement was signed, Robert Bennett, technical director of the WFA, stated that the project is being undertaken on behalf of, and in co-operation with, the Saudi Arabian Ministry of Agriculture and Water.

The agreement is for a four-year programme designed to meet the requirements of the national policy on agriculture, fisheries and food.

The Saudi government places high priority on projects to provide employment and improve economic conditions for Saudi fishermen, also increase the supply of high-grade protein to the population and reduce imports of foodstuffs.

In addition, the WFA plans to design and build several small multi-purpose vessels. These will be used not only for the assessment of modern fishing techniques which might become applicable in Saudi Arabia, but also for the demonstration of these techniques to Saudi fishermen.

A feature of the programme will be training Saudi fishermen in modern fishing techniques, extension officers, and instructors who later will train fishermen and shore workers. Some instruction will be at the WFA's fisheries training centre in the UK.

For exploratory fishing the WFA is obtaining a 100 to 150 ft. multi-purpose vessel capable of purse seining and trawling. A Saudi Arabian research vessel is also being modified to carry out a wider range of work.

Expatriate staff in Saudi Arabia will total 19, including fishery development officers, marine scientists and engineers. The nucleus of the team will be provided from the WFA Industrial Development Unit at Hull.

In charge of the programme will be project manager, Peter Claplin, who has many years experience of fisheries research and development, including three in Saudi Arabia.

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New Lloyd's certificate

THE YACHT and Small Craft Department of Lloyd's Register of Shipping has introduced a new form of certification for small fishing boats.

A certificate, called the Lloyd's Register Building Certificate (Service Craft), will be offered as an alternative to Classification in certain cases.

This new certification will cover plan approval, construction, machinery installation and survey by the Society's surveyors during building and fitting out.

A wide variety of marine construction materials may be considered under the scheme.

However, Mr. R. W. B. Bainbridge, secretary of the Berwick RNL branch who made representations against the withdrawal, revealed that the Government's search and rescue committee, together with the RNL executive committee, had agreed that the century-old lifeboat station should not be closed. A new 21 ft. Atlantic-type inshore boat will be stationed at Berwick where there is already an inflatable boat. It will be housed in the existing lifeboat which is to be altered.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JANUARY 30, 1928 RAMSGATE'S 48 ft. prototype lifeboat arrives from RNL for trials.

COST of improving Portsmouth harbour, Londonderry, is put at £2,100.

NEW type of ship's lifeboat is designed. It is said to launch itself and not capsize.

MORE trawlers arrive at Hull to fish 'the long distance grounds'.

WICK Chamber of Commerce writes to Government asking for herring export trade to be set-up with Russia.

GERMAN trawler owners hope to supply fish to Grimsby market. They have already established trade with Aberdeen.

ITEMS recently trawled-up from Aberdeen waters include fresh eggs and bowler hats.

Sho burns only two to 3 gallons of fuel an hour, with speed of approximately 8 knots. She is very manoeuvrable — an advantage if working pots or seines — and is a good all-round longshore boat.

Fitting-out was completed in 10 weeks and the day before she is due to leave for Southern Ireland (by rail and ship) West Solent Boat Builders is expecting another GRP hull, this time a Cypre GM 32. — Pat O'Driscoll.

ALTHOUGH it made a profit, Berwick Salmon Fisheries Co. has decided for a second successive year to make no dividend payments to shareholders.

The company made a £3,000 profit last year on salmon netting and marketing, compared with a £20,000 loss the previous year. The frozen food subsidiary, Borden Fare Sales Ltd., showed a profit of over £6,000.

The chairman, Mr. J. W. L. Carmichael, told the annual meeting: "It can be considered that to pull back the substantial losses incurred in 1974 and up with a net profit, however small, is satisfactory."

Wacen only hope that the salmon catches will show a considerable improvement next season.

Salmon catches during last spring showed an improvement which lasted for most of the season.

A cheque has now been presented to Hull Fishermen's Trust Fund formerly the Hull Fishermen's Widows and Orphans Relief Fund.

WFA heads big Saudi fish project

THE White Fish Authority is to start work this month on a £51 million programme to improve and develop Saudi Arabia's fisheries.

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Lifeboat axed

BERWICK lifeboat is to be axed by the RNL after being stationed in the mouth of the Tweed for 18 years.

She will be withdrawn in the spring and not replaced by another offshore boat, as this would cost around £200,000. Last year the lifeboat was launched on seven occasions and saved 11 lives.

However, Mr. R. W. B. Bainbridge, secretary of the Berwick RNL branch who made representations against the withdrawal, revealed that the Government's search and rescue committee, together with the RNL executive committee, had agreed that the century-old lifeboat station should not be closed. A new 21 ft. Atlantic-type inshore boat will be stationed at Berwick where there is already an inflatable boat. It will be housed in the existing lifeboat which is to be altered.

Recalling some of the stories which appeared in our columns this week 50 years ago.

JANUARY 30, 1928 RAMSGATE'S 48 ft. prototype lifeboat arrives from RNL for trials.

COST of improving Portsmouth harbour, Londonderry, is put at £2,100.

NEW type of ship's lifeboat is designed. It is said to launch itself and not capsize.

MORE trawlers arrive at Hull to fish 'the long distance grounds'.

WICK Chamber of Commerce writes to Government asking for herring export trade to be set-up with Russia.

GERMAN trawler owners hope to supply fish to Grimsby market. They have already established trade with Aberdeen.

ITEMS recently trawled-up from Aberdeen waters include fresh eggs and bowler hats.

Sho burns only two to 3 gallons of fuel an hour, with speed of approximately 8 knots. She is very manoeuvrable — an advantage if working pots or seines — and is a good all-round longshore boat.

Fitting-out was completed in 10 weeks and the day before she is due to leave for Southern Ireland (by rail and ship) West Solent Boat Builders is expecting another GRP hull, this time a Cypre GM 32. — Pat O'Driscoll.

ALTHOUGH it made a profit, Berwick Salmon Fisheries Co. has decided for a second successive year to make no dividend payments to shareholders.

The company made a £3,000 profit last year on salmon netting and marketing, compared with a £20,000 loss the previous year. The frozen food subsidiary, Borden Fare Sales Ltd., showed a profit of over £6,000.

The chairman, Mr. J. W. L. Carmichael, told the annual meeting: "It can be considered that to pull back the substantial losses incurred in 1974 and up with a net profit, however small, is satisfactory."

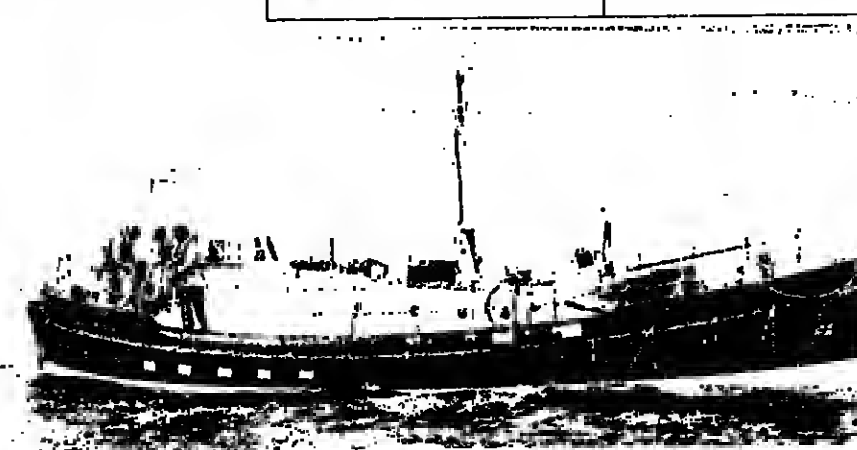
Wacen only hope that the salmon catches will show a considerable improvement next season.

Salmon catches during last spring showed an improvement which lasted for most of the season.

A cheque has now been presented to Hull Fishermen's Trust Fund formerly the Hull Fishermen's Widows and Orphans Relief Fund.

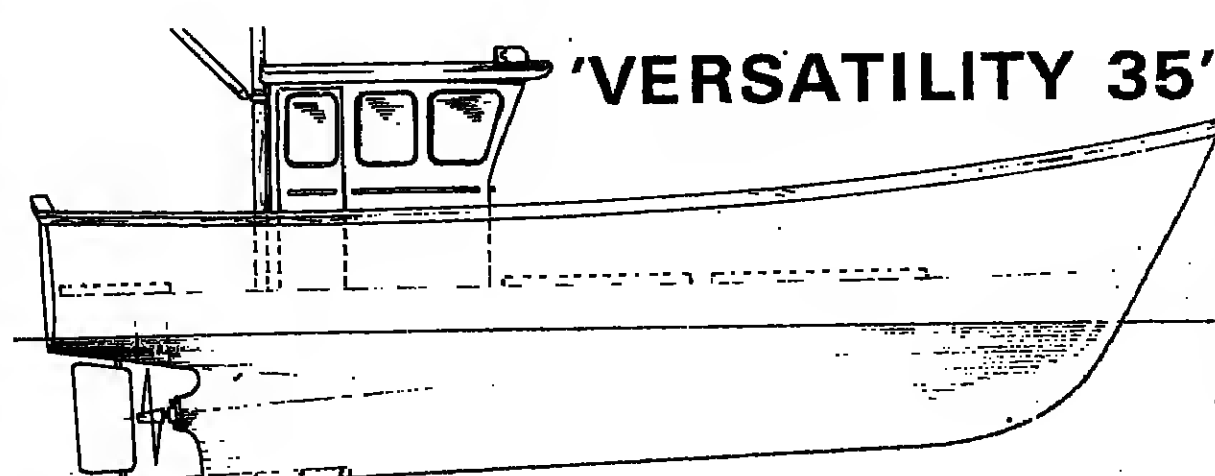
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Berwick lifeboat — soon to be replaced with a 21ft. inshore craft.

Orders are now being taken for the new



STANDARD G.R.P. HULLS ALSO AVAILABLE 25ft. & 30ft. All hulls can be supplied fully or partly fitted out Telephone or write to MIKE HAYNES who will be pleased to discuss your individual requirements

L.O.A. 35ft. 10.68m. L.W.L. 31ft. 9in. 9.37m. BEAM 14ft. 4.12m. DRAFT 4ft. 9in. 1.37m.

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